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# Hongkong Daily Press.

ESTABLISHED 1857

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[a1472]

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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a356]

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[a213] THE MANAGER

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HONGKONG OFFICE: 10A, DES VERT ROAD  
LONDON OFFICE: 131, FLEET STREET E.C.

## The Daily Press.

HONGKONG, DECEMBER 2ND, 1910.

THE claim commonly made by Japanese that the history of their country dates back 2,500 years, during which time there has only been one reigning house in Japan, has been widely accepted as an astonishing fact by the general public in Europe and America, in spite of the protests of the experts and others who have made a study of Japanese history. In one sense it is astonishing. For surely surprise must be felt that, if Japan for this long period was under a wise and beneficent rule, the progress in material and moral civilization was not much greater than was actually the case. As a matter of fact, however, in regard to historical research, Japan has now only reached the point where Europe was some two or three hundred years ago, when it was customary to magnify the national glory by tracing the descent of kings from mythical personages. There is as much warrant to believe in JIMMU TENNO as there is to believe in the existence of King ARTHUR. The oldest extant records in Japan are the *Kojiki* and *Nihongi*, which appear to have been written early in the eighth century for the purpose of showing the divine descent of the Imperial House—at least such is the most rational explanation of the long genealogies of which they mostly consist. Researches into the contemporaneous records of China

show that absolutely no reliance can be placed on the dates in these narratives. Indeed, the records themselves testify to the difficulties experienced by the compilers, in order to fill in the period successfully, recourse was had to extending the ages of the earlier Emperors, no less than thirteen of whom are credited with having lived over a hundred years, one reaching the age of 143. Dismissing these earlier Emperors as fictitious, we are brought down to the year 400 A.D., about the time of the termination of the Roman occupation of Britain. But even the events recorded after this date are to be accepted with a good deal of caution, since numerous inaccuracies occur in the records, which also contradict each other. The Imperial House was then only one of many families struggling to obtain power, and it was in aid of the Imperial House that the ancient records were compiled. Practically, therefore, firm ground in Japanese history is only reached by the middle of the seventh century, corresponding to the rise and final supremacy of Wessex among the Saxon kingdoms in Britain. YAMATO, indeed, was the Wessex of Japan, and exercised a kind of control over the other kingdoms. A further similitude may be found in the position of the Ainus, who were driven to the more inaccessible parts of the country as the Britons and Picts were in Britain. As to when the Japanese came to the country or by what route they came but little can be said with any certainty. There is every probability, that, as in the case of the Saxon conquest of Britain, the settlements were not all made at one time. Indeed, there is more or less proof that the Idzumo kingdom on the north-west was founded separately from the others. Inasmuch as the contest with the Ainus was brought to a close in the ninth century, there is reason to believe that the first Japanese settlements were formed at a much later date than is generally believed. Chinese records point to some tribes being settled in the country at the beginning of the Christian era, while there is a tradition that some Chinese established a kingdom in Japan 200 B.C. The Saxon conquest of Britain was accomplished in a very short space of time, partly because the invaders were of a more civilized type and partly because the Britons had been enervated by Roman rule. On the other hand, the first settlers in Japan appear to have reached only a small degree of social organization, thus placing them more on a level with the Ainus whom they dispossessed. From this point, however, British and Japanese history begins to diverge. The struggle for power, which continued practically up to the establishment of the TOKUGAWA Shogunate, was an internal struggle which inevitably resulted in the progress of the country being retarded. There was no outside enemy to bring about a solidarity of the Japanese clan. The only occasion of this sort was that when KUBURA KHAN sent a fleet to capture the country, and even then it would appear that the defence was not unanimous. Another significant fact in Japanese history is that the Imperial House very rarely produced sovereigns of commanding ability; too often the power lay in the hands of others, the Emperors being mere pawns to be played with by the statesmen—to be deposed, banished, even assassinated. As polygamy was practised there was never any lack of heirs to the throne; too many, in fact, as the numerous succession wars show, and this may serve to place the "unbroken descent" in a somewhat less astonishing light. But in view of the present feeling towards the Imperial House some astonishment must be felt at the treatment accorded the Emperors in the past. As an instance of how quickly the Emperors were used up, it may be noted that from 1069 to 1542 there were 24 Emperors, during which period England had 17 Kings. The average reign of a Japanese monarch was 14 years; when he either abdicated or was deposed. The fact that attempts to usurp the Imperial throne were very few is to be accounted for by the fact that the position was not one to be coveted. In addition to the irksome ceremonial which surrounded the Throne, there was the fact that the real power of the country lay outside the Throne. The practice of polygamy, moreover, always provided means for gaining complete influence over the Throne. A statesman had but to marry his daughter to the Emperor to be able to place his grandson on the Throne and rule through him. So low did the Imperial power sink at one time that it is recorded one Emperor added to his income by copying in the august handwriting such compositions as any of his subjects desired. "The sovereign lived chiefly," one writer records "on money gained by selling his autographs." The famines and accompany-

ing pestilences which visited the country from time to time are eloquent testimony to the devastation caused by the perpetual wars between the rival clans, wars which would have undoubtedly continued to modern times had not the TOKUGAWA form of government placed so many safeguards in the way of a renewal of the struggle. But although peace was maintained, it was maintained rather as an armistice than a truce, and the decay of the TOKUGAWA régime would undoubtedly have resulted in a renewal of civil war, had not the menace of foreign relations served to bring about the solidarity of the country. The chief moral to be drawn from Japanese history is that Japan suffered by her isolation, by the lack of contact with nations superior to herself in civilization and social organization. She had no enemies to threaten her from a neighbouring continent and to make her put her house in order, and the results of this isolation are visible to some extent to this day.

Dr. W. M. Kool, who has been Home on twelve months' leave, returned to the Colony yesterday by the German mail steamer.

The ship belonging to the British Squadron in the harbour dressed ship yesterday in honour of the birthday of Queen Alexandra.

A Chinese seaman, who was found selling prepared opium, was at the Magistracy yesterday fined \$50 or three months' hard labour.

The Straits Government has postponed the Income Tax Bill for two months in order to allow fuller consideration of the scheme.

The *Prinz Ludwig* brought six officers and 88 men to Hongkong en route to the South Seas as relief for men on the German cruiser *Cornorant* and the gunboat *Plouet*.

A burglary was committed at 15, Stanley Street on Wednesday, when a Chinese merchant was robbed of gold ornaments and a considerable quantity of valuables worth \$3,000.

For encasing \$20 from an Indian in Queen's Road Central on Wednesday a Chinese was at the Magistracy yesterday sentenced to three months' imprisonment and four hours in the stocks.

The passengers on board the *Prinz Ludwig* state that the Crown Prince and Princess of Germany made themselves most popular on board the ship with the passengers of every nationality.

A typhoon warning was received by the American Consulate-General, Hongkong, from the Manila Observatory at 9.50 a.m. yesterday that a cyclone or typhoon was E. of the Pelew Islands moving W.

Mr. Cheong, the well-known photographer, sends us specimens of a series of eleven photographs taken at the execution of two desperadoes at Canton. Several foreigners are standing in the front line of spectators.

H.M.S. *Newcastle* is to remain as Senior Naval Officer's ship at Singapore until the arrival of the Admiral from the North some four weeks hence. The *Newcastle* will return to the North in company with the flagship, early next year.

Mrs. Osterbridge, of 1, Knutsford Terrace, Kowloon, reports to the police that someone broke into her house on the night of the 30th ult. or morning of the 1st, by breaking a pane of glass in the door and opening it from the inside. Japanese vases, silver vases, brass finger bowls and other things were stolen to the value of \$109.

Mr. J. Smith Mitchell, a passenger by the German steamer *Prinzess Alice*, reported to the police at Singapore that a gold watch and chain, valued at \$15, had been stolen from his cabin after the arrival of the steamer in Singapore. A rapid search of the pawnshops in the town resulted in the recovery of the valuables and the subsequent arrest of the Chinaman who is alleged to have pawned them.

## THE SITUATION AT MACAO.

GOVERNOR'S RESIGNATION ACCEPTED—CHIEF JUSTICE ADMINISTRATOR.

On Wednesday a *Boletim Oficial* was issued notifying the receipt of a telegram from the Minister of Marine dated November 29th that the resignation of the Governor had been accepted, and Dr. Marques Vidal, the Chief Justice, appointed to administer the Government pro tem. Dr. Marques handed over the Government to Dr. Vidal at 11 a.m. on Wednesday.

It is reported that Dr. Vidal has telegraphed to Lisbon asking to be relieved of the post at the earliest possible moment.

Another official notification published on Wednesday was that commencing on January 1st the exchange rate of the dollar would be 450 reis, which is about the current market rate. Payments are at present being made however, on the basis of 550 reis to the dollar. The troops are paid in reis, and the unjust exchange was one of their grievances.

## THE STRANDING OF THE "BEDFORD."

THE NAVIGATING LIEUTENANT'S SENTENCE.

A London telegram to the Indian papers states:—Lieut. Albert B. Dixie, Navigating Lieutenant of H.M.S. *Bedford*, has been dismissed his ship and severely reprimanded for suffering the vessel to be stranded by default. He was acquitted of the charge of negligence.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

## LISBON AND THE MACAO REVOLT.

LONDON, December 1st.

A telegram from Lisbon states in connection with the Macao revolt that the Governor of Macao is suspected of favouring the religious congregations, and has in consequence been replaced by Judge Vidal.

## LORD ROSEBERRY ON THE NEW LIBERALISM.

LONDON, December 1st.

Lord Rosebery, speaking at a great meeting in Manchester, said the New Liberalism was harassing and clumping the country and encroaching on the personal liberties of the subject, imposing an inquisition to which our ancestors would never have submitted. "We are marching through a fog," said his Lordship, "to the dismemberment of the United Kingdom." He confidently looked to the nation to give a common-sense answer to such a request.

## TO PREVENT RAILWAY STRIKES IN FRANCE.

LONDON, December 1st.

A Paris dispatch states that Bills for the repression of railway strikes have been drafted which penalise acts of sabotage with terms of imprisonment ranging from one month to five years, and fines, ranging from £2 to £50 sterling. Strikers are made liable to imprisonment for terms ranging from one-half to two years.

The Bill also provides for the establishment of Conciliation Committees and an Arbitration Tribunal.

## GIFT TO KAISER.

A YACHT BY PUBLIC SUBSCRIPTION.

It is reported in naval circles that a project is under way to raise a great national subscription to present the Kaiser with a magnificent new private yacht in June, 1913, on the occasion of the "silver jubilee" of his reign. The promoters of the scheme point out that the *Hohenoller*, which was launched in 1892, is not out of date, but belongs to the Imperial Navy, and is therefore not exclusively at the Kaiser's disposal. It is desired to provide his Majesty with a yacht "as complete and beautiful as the *Victoria* and *Albert* or the *Czar's Standard*." The originators of the proposal believe that the money to build the yacht can easily be raised by popular subscription. Small contributions from "plain people" are to be specially welcomed.

## STRAITS PLANTATIONS.

The report states that the net profit for the year amounted to \$2,896, out of which the directors recommend the payment of a dividend of 6 per cent on the ordinary shares, leaving \$2,536 to be carried to the reserve fund. The total number of shares outstanding is 50,000, and out of the proceeds of the issue redeemed the first mortgage debentures. The plantation has not been added to, the efforts of the management having been directed towards the efficient cultivation of both old and new clearings, and the collection and drying of the increasing crop. The latest available figures show 21,180 trees in bearing, as compared with 15,905 at about the same date in 1909. The total number of trees harvested during the past year was 1,409,331, against an estimate of 850,000. There were 378 tons of copra manufactured at a cost of 26 per ton, which realized an average price of £20 3s. per ton in London. The crop of rubber was 1,021 lb., which sold at an average net price of 5s. 11d. per lb. in London. The manager's estimate of the crop of nuts for the year 1910-11 is 1,800,000. The uncalculated portion of the estate embraces approximately 2,700 acres, through which a Government road connecting Bagan Datoh with Teluk Anson is approaching completion, and the land, resembling that already planted, is considered as highly suitable for the cultivation of coconuts. To meet the conditions of the Government grants, under which the land is held by the company, the directors have instructed the manager to fall and plant with coconuts 540 acres during the current year, and they consider that it will undoubtedly be of advantage to the company to carry out this programme. The labour force must be added to and further capital will be required. A circular issued by the company accordingly states that an extraordinary general meeting will be held at the London Chamber of Commerce immediately to follow the ordinary general meeting on November 15, for the purpose of considering and, if thought fit, passing a resolution to authorize the increase of the capital from £50,000 to £100,000 by the creation of 50,000 additional shares of £1 each, to rank as to 50,000 *pari passu* with the existing ordinary shares, and as to 30,000 *pari passu* with the existing deferred shares of the company.

## FAILING TO REGISTER.

PROSECUTION UNDER THE COMPANIES' ORDINANCE.

The case was continued at the Magistracy yesterday before Mr. E. R. Hallifax in which Tam Tug Kong, general manager of the Hip On Insurance Company, was summoned by Mr. G. H. Wakoham, Registrar of Companies, for doing business in the Colony on behalf of the Wah On Insurance Company without having registered and made a deposit required by the Life Insurance Ordinance. Mr. H. L. Dounys presented, and Mr. Otto Kong Sing defended. Mr. Otto Kong Sing said it was contended that the defendant was not an agent within the meaning of the section in the Ordinance. He only held the position of canvasser.

Defendant said he was the late manager and now liquidator of the Hip On Fire and Marine Insurance Company. He was also a canvasser for the Wah On Life Insurance Company of Shanghai, receiving his appointment from the agency at Canton and not from the head office. He had not, at any time during his appointment, had any communication with the head office. The application forms and receipts were sent him from Canton. He had to sign the application forms as a witness, but the receipts were chopped at Canton. He had no chop to use for the Company or the agency, and he kept no books. Neither the agency nor Company paid any rent for the office, and he did not pay any on their behalf. The Company had no office here. He had no authority to accept risks or settle claims. All he had to do was to sign the application form as a witness and give an interim receipt if he received money. The interim receipt was to be held until the receipt came from Shanghai. He received no salary, only the first premium. Defendant explained the insertion of the advertisement in the *Shing Po* by stating that it had been forwarded to him from the agency, who asked the notice to be advertised in the "cheapest paper." Accordingly he had the advertisement inserted, paying for it, and afterwards recovered the money from Canton. Defendant stated the words following his name in the advertisement meant broker. He gave them no authority to add his name to the advertisement. Referring to his visit to the Registry, he explained that on that occasion he told the clerk he was only a canvasser for the Wah On and had nothing to do with the head office. "The clerk told him in these circumstances that it was not necessary for him to deposit a security. As far as he could remember only six or seven policies, all for children and involving very small amounts, had passed through his hands. He had been over fifty years in the Colony and that was his first visit to the Court as defendant.

## CROSS-EXAMINED.

You have been a witness in the Supreme Court?—Yes, but I said at this Court. And the Chief Justice characterised your evidence as absolutely untrue and said you were reading your answers from your fan?—Yes, because I had a bad memory. Have you carefully studied the Life Insurance Ordinance?—Yes. It was brought to your notice by this letter from Alim Khan?—Yes. And did you not then look at the Ordinance?—No. I thought I had nothing to do with it as I was only a canvasser. You did not read the Ordinance nor did you take legal opinion?—No. You as manager of the Hip On had solicitors?—Yes. When you received the advertisement I presume you read it?—Yes. The advertisement stated that the Wah On had been registered in Hongkong?—I was requested to have that advertisement put in the paper, and I was only carrying out instructions. Is it customary when you have a broker to have an assistant broker?—Yes. Can you tell me if any other company where a similar sort of advertisement has been inserted?—I cannot. I paid no attention to it. Although you read the advertisement you did not take any trouble to understand it?—I understood it. If you understood it you understood that it said that the Company had been registered by the Government of Hongkong?—It is stated by the agent, not by me. You understood your name was at the bottom as Kingkie?—Yes. You understood that the statement was made in the advertisement that the Company was registered in Hongkong?—Yes, but I have no knowledge of that. You did not care whether it was true or not? You were willing to put the advertisement in?—I was a user of the impression that so long as my name was put down as Kingkie I was not responsible. His Worship—You can answer the question. It is perfectly clear. Did you care whether the statement was true or not? Defendant—I received a letter asking me to insert the advertisement, and I did so. His Worship—The question is quite simple. You have said you have read the advertisement and understood it and saw the words that the Company was registered in Hongkong. Did you take any interest in the truth or falsity of that particular statement? Defendant—I could not say, because I was under instructions from the agency in Canton. I thought the Company was responsible. His Worship—I will put it—I took no interest in the truth or falsity of the statement because I considered myself covered by the title Kingkie. Is that what you mean? Defendant—Yes. His Worship reserved his decision till Monday.

## LOCAL SPORT.

FOOTBALL.  
The R.A.M.C. play the A.S.C. a friendly match at Happy Valley this afternoon, kick-off at 4.15.  
The League analysis now reads:

	Buffa	H.K.F.C.	Kowloon	R.E.	R.G.A.	Yorks
Buffa	—	4-0	1-1	5-1	2-0	—
H.K.F.C.	1-5	—	2-0	—	—	—
R.G.A.	1-1	1-0	—	—	—	—
R.E.	1-1	5-1	4-1	—	2-2	0-3
Naval Yard	0-2	—	3-0	3-0	0-1	—
H.K.F.C.	0-5	—	1-1	1-5	0-1	—
Kowloon	0-3	1-1	—	1-4	—	0-3
Yorks	0-2	—	—	—	—	—

## CRICKET.

The cricket League analysis now reads:

	Remnants	H.K.C.	Kowloon	Civil Service	Craigiegowan	R.E.	R.G.A.	Yorks
Remnants	—	—	—	—	—	—	—	—
H.K.C.	—	—	—	—	—	—	—	—
Kowloon	—	—	—	—	—	—	—	—
Craigiegowan	—	—	—	—	—	—	—	—
R.E.	—	—	—	—	—	—	—	—
Police	—	—	—	—	—	—	—	—
Civil Service	—	—	—	—	—	—	—	—
R.G.A.	—	—	—	—	—	—	—	—
Yorks	—	—	—	—	—	—	—	—

## RIFLE SHOOTING.

On Saturday afternoon and Sunday morning next, members of the Volunteer Reserve will commence their first marksmanship course. The instructional practices (preliminary) will be held over the 100, 200, 300 and 500 yards distances. King's Park Range. Shooting will commence on Saturday at 2.30 p.m. and on Sunday at 9 a.m. No doubt a good number of reserves will avail themselves of the opportunity of completing the preliminary section, as this must be fired before the qualifying section can be entered upon.

## ARRIVAL OF THE YORKSHIRES.

Yesterday afternoon the troopship *Hardinge* reached here from the Cape via Mauritius with the R.O.Y.L.I. on board. Preparations for the disembarking of the regiment were immediately commenced, and the Buffs vacated barracks for Stonecutters, where they remain under canvas till Monday, on which day they embark for Singapore, where they relieve the Middlesex. The Buffs have created an excellent impression during their two years' stay in the Colony, and some public form of farewell would doubtless be appreciated by the community and by the regiment.

## PRESENTATION TO MR. A. F. CHURCHILL.

At a largely attended "At Home" at the Pumping Station, Plover's Road, yesterday afternoon, Mr. A. F. Churchill, who is leaving on the 26th instant to take up his new duties as Assistant Director, Public Works Department, Hongkong, was the recipient of an address and group photograph from the employees of the Drainage Works. The address expressed keen regret at the loss to the Department of an able and sympathetic officer, who had won the hearts of all those serving under him. Mr. Churchill returned thanks suitably, expressing his own regret to sever his connection with the Department and to leave Cayton.—*Cayton Times*, November 13th.

## AN INTERVIEW WITH MR. PUTNAM WEALE.

THE SITUATION IN THE FAR EAST.  
Writing under date of October 20th, the New York correspondent of the *San Francisco Chronicle* says:—Bertram L. Simpson, who under the pen name of Putnam Weale, is known as an international authority on Chinese politics, discussed the present relations between China and Japan in an interview given out here today following his return from a series of conferences in Europe.

He says: "The annexation of Korea by Japan is the most significant fact in international politics in the Far East in a century. The Japanese are reaching for all of China. If Southern Manchuria goes the way of Korea the fate of Peking is sealed, for then Japan will only six hours by rail from the Chinese capital, and will be able, if not to annex the country, at least to dominate completely its external and internal policy."

"Japanese believe this is a period in their history similar to the eighteenth century in England's history, when Britain founded her empire. They believe that if all opportunities are taken advantage of Japan will found a vast empire than England's."

"The United States has a vital interest in these matters. Current opinion in the Far East is pessimistic about the security of America in the Philippines. The work which has been going on there since 1898 has been excellent, but it is evident that the Pacific is too vast an ocean to be controlled from such distant points as San Francisco or Honolulu, and that it would be child's play for a powerful enemy to occupy the islands, leaving an intrenched city such as Manila merely isolated."

"Japan will not do anything against the United States unless she is prepared in every particular. The Japanese prevent any Western Powers assuming the role of protector in Eastern Asia. That she actually covets the Philippines is doubtful. Her first aim is to establish her leadership in China. She knows if she can do this, the game is won and every thing is a matter of mere detail."

## WEATHER REPORT.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	to strong; some rain, cool.
Formosa Channel	NE winds, strong.
South coast of China between Hongkong and Lanchow	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.











## AUCTION

G. R.  
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of December, 1910, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of the right to quarry Stone on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from 1st day of January, 1911, up to and including 31st day of December, 1913.

## PARTICULARS OF THE LOTS.

[1323]

No. of Sale.	Registry No.	Locality.	Contents in Acres.	Upset Annual Crown Rent.
1	Ngau Shi Wan Quarry Lots Nos. 1, 2 and 3.	Ngau Shi Wan.	6.23	2,000
2	Ngau Shi Wan Quarry Lot No. 4.	Do.	6.50	500
3	Ngau Tau Kok Quarry Lots A. 1-5 and 7-24.	Ngau Tau Kok.	19.65	3,100
4	Sai To Wan Quarry Lots B. 1-16.	Sai To Wan.	16.53	1,000
5	Cha Kwo Liang Quarry Lots C. 1-30.	Cha Kwo Liang.	24.56	3,300
6	Lyemun Quarry Lots D. 1-25.	Lyemun.	26.44	3,800
7	Ma Tau Kok Quarry Lot No. 7.	Ma Tau Kok.	6.70	2,500
8	Ma Tau Kok Quarry Lot No. 8.	Do.	4.60	2,000

10 times more nutritious than ordinary Cocoa.  
**PLASMON COCOA**  
DELICIOUS. DIGESTIBLE.

The Lancet says: "Plasmon increases the food value enormously."

Plasmon, Plasmon Cocoa, Plasmon Chocolate, Plasmon Biscuits.  
Of all Chemists, Grocers and Stores.  
Plasmon, Ltd., London.

Sparkling Mineral  
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A. S. WATSON & CO. LTD.  
HONGKONG CHINA & MANILA.

**COLEMAN'S WINCARNIS,**  
THE GREATEST TONIC  
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.  
"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincarnis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

**MUSTARD & COMPANY**

Wholesale Distributors for China and Hongkong  
No. 22, Museum Road, Corner of Seehow Road, Shanghai.

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

**THORNE'S OLD VAT**



**SCOTCH WHISKY.**

SOLE AGENTS IN  
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A. S. WATSON & CO. LTD.

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants,  
Iron and Steel and Retail Ironmongers, Pig  
Storekeepers and Retail Coal Importers, General  
Merchants and Shipchandlers. Nos. 36 & 37,  
Museum Road, (2nd St. west of Central  
Market). Telephone No. 515

When  
on the Sick-list

a man's usefulness and enjoyment  
of life are about nil. He feels  
perhaps a burden to himself and a  
trouble to others. The cheerfulness  
natural to him is sadly overcast  
by the depression caused by  
continued indisposition. The sun  
of Good Health lies behind a black  
cloud, and before the warm rays  
can again rejoice him, that cloud  
must be dispersed. If such is  
your experience you should

Take

steps to ensure an immediate  
return of health and strength.  
This means that you should put  
your digestive organs in perfect  
order—cleanse the liver—regulate  
the bowels and kidneys—purify  
the blood—tone up the nervous  
system. To effect this thoroughly  
and completely you should put  
yourself through a course of that  
medicine which has proved of  
such exceptional value in so many  
cases—namely

**Beecham's Pills**

Sold everywhere in boxes, price 6d. (6 pills),  
1/3 (15 pills) and 1/6 (30 pills).

THE BIG GUNS OF THE  
DREADNOUGHTS.

It is frequently asserted that nothing of importance can be kept secret in the present day, but if this is true, the story of the Dreadnoughts must surely be regarded as an exception to the rule. Certainly, public opinion has been concentrated mainly upon the number of ships which have been or are being placed on the stocks, the continuous development in regard to the offensive powers of the vessels has attracted hardly any attention. In regard to guns, the designers of this country have always been in the van; and it should not, therefore, be astonishing, that the Admiralty, with a progressive and energetic man like Lord Fisher as its chief professional adviser, had determined upon the adoption of more powerful guns, nor that every precaution should have been taken to prevent, as long as possible, this decision from becoming public either in this country or abroad. At all events, the circumstance that since the original Dreadnought was put afloat in 1906 two new types of big guns have been adopted in the Navy and every preparation made for their installation did not become generally known until the change had been carried out and the guns were actually ready for being mounted.

THE TWO 12-INCH GUNS.

The heavy gun placed in the Dreadnought and the ships of the 1906-7 programme was a 12-inch gun with a length of 45 calibres and a muzzle energy of 47,000 foot-ton. There were several reasons for the selection of this gun; but perhaps the most important was that at the time the protection of the battleships in existence, both as regards their vital parts and their armament, made it necessary for successful attack. For the ships of the next two programmes, and in the early ships in the programme of 1909-10, a 12-inch gun of the length of 50 calibres was adopted with a muzzle energy of something over 52,000 foot-ton. It is probable that the adoption of this gun was due at least in part to the knowledge that improvements in ordnance were making progress abroad. Other nations had not taken to our system of wire-wound guns, and it was claimed that if in no other respect the system of built-up guns promised a longer span of active life than those manufactured on the British method. It is held, however, in this country that the wire gun has great advantages in circumferential strength, and lends itself to the system which enables a gun to be repaired with an inner tube over and over again. Much was made at the time of a weakness which displayed itself in the earlier design of the new 12-inch gun, owing, it was said, to the mistake of not continuing the wiring to the muzzle. This mistake was corrected by removing the thick outer tube over the chase, continuing the wiring to the muzzle, and attaching a thin outer tube over the wire. The change proved entirely successful, and the new gun was acknowledged to be a splendid weapon. With its projectile of 50 lb. it is capable of penetrating over 9 in. of cemented armour at 10,000 yards. This gun has been mounted in the St. Vincent, Collingwood, and Vanguard, completed ships, the Neptune, which has just completed her trials; and the Indefatigable, Colossus, and Hercules, which are to be completed early next year.

THE 13.5-INCH GUN.

That another step forward in the development of the offensive powers of the Dreadnoughts would be taken was indicated when the gun-makers took in hand a new weapon known as "12-inch A," and it was under this designation that the new gun was known until the date of the launch of the Lion. It had been generally recognized by experts that so far as the length of the gun was concerned we had probably reached the limit, and this for two reasons. First, because of the great length of the gun, which would be left unprotected outside the turret, and secondly in the interest of longitudinal strength. It was also most desirable to get an increase in the weight of the bursting charge. The objects aimed at could be met by increasing the diameter of the bore, while maintaining the same length of gun as in the 12-inch of fifty calibres. The 13.5-inch gun, with a length of 45 calibres, thus came into existence. The energy was increased, with an increase in striking power at great range, while the same internal pressure and velocity was maintained. The muzzle energy was increased to the extent of 10 per cent, and the weight of the projectile from 50 lb. to 125 lb. Thus it was secured that with the power given by the larger gun, if the shell got through the armour, the result will be enormously more damaging and destructive. No armour at present in use can withstand these guns at six miles range. While also the mounting of the new gun is in every way stronger, it has been possible to effect this without increasing the diameter of the turret. As a result of this triumph of progressive policy for which credit must be given to the Admiralty Board of 1903-9, we have already in hand eight ships, including the two for the Colonies, which will mount this gun, with the five of the year's programme, shortly to be laid down, and completed by the end of March, 1913.

GERMANY'S HEAVY GUNS.

Although it has been often reported that the Germans were about to arm their ships with enormously improved heavy guns, it is a fact that all the vessels of the Dreadnought class yet completed in that country carry no heavier weapon than the 11-inch Krupp of fifty calibres, the armour piercing projectile of which weighs 79 lb. The muzzle energy of this gun is about 32,500 foot-ton, and it is capable of penetrating about 8.5 inches of cemented armour at ten thousand yards. The ships carrying this gun are the Nassau, Westfalen, Rheinland, and Posen, battleships, and the Von der Tann, armoured cruiser. For the eight ships now in hand, it is understood that a 12-inch gun of fifty calibres has been prepared, a gun with a muzzle energy of 55,000 foot-ton, throwing a projectile of 110 lb. Very little is known about this weapon; but it can hardly show any superiority over the 12-inch of fifty calibres with which some of our ships, as already mentioned, have been armed. The vessels into which this gun is being put are the Ostfriesland, a Helgoland, Thüringen, and Oldenburg, battleships, and the Moltke, armoured cruiser, all of which are completing afloat, with the Braut-Hildebrand and Braut-Hilf, battleships, and "H" armoured cruisers, which are still on the stocks.

It is again reported that at Messrs. Krupp's works a 14-inch gun has been designed, and that an experimental piece of this calibre is under trial. It is quite possible that if this rumour has foundation it may in a measure account for the delay which has undoubtedly taken place in beginning the ships of this year's programme. It is more likely, however, that the temporary cessation of German naval activity is of economic origin and due to labour troubles.

In America, it may be noted, the Arkansas and Wisconsin, the latest pair of battleships, are being built, and are to be armed with a 13.5-inch calibre gun, giving to its 85 lb. projectile a muzzle energy of 52,500 foot-ton. This marked a great advance on the guns of the earlier American Dreadnoughts, but it is not to be mounted in the future vessels a 13.5-inch gun, with a length of forty-five calibres.

It will throw a 1,400 lb. projectile with a muzzle energy of 65,500 foot-ton. A similar gun is said to have been made at Elswick for mounting in the third Brazilian Dreadnought, the Rio de Janeiro, but no confirmation of this report has been made.

There have been other great developments in regard to the offensive power of the newer British Dreadnoughts. We are moving quickly in this direction, and it must be that a still heavier gun is needed. If so, it is quite certain that our designers and manufacturers will be ready to supply it if the professional advisers of the Admiralty are satisfied that it is wanted. If it should be so decided, it may be hoped that references will be observed on the part of all concerned equal to that which has proved so valuable in regard to the improvements of the past.—The Times.

DESERTED IN THE UNKNOWN.

THRILLING ADVENTURES OF A BRITISH  
EXPLOREUR.

A thrilling story is told in letters from New Guinea, dated July 25, of the journey made by Dr. Erio Marshall, who started off without any European companion from the camp of the British New Guinea expedition at Tipu to discover a route to the Snow Mountains. After a trying trip of nearly three weeks, in which his carriers deserted, Dr. Marshall succeeded in finding his way back to camp, says Hunter.

The young explorer (who was a member of the Shackleton South Polar expedition) left the camp at Tipu on June 15, accompanied only by three Gurkhas and with twelve carriers, to find a road to the mountains, which were the objective of the expedition.

He turned eastward, and after wading knee-deep for two miles, struck the Wataikwa, the largest river he had then seen. Shortly afterwards he came on mountains which rose sheer from the river for some hundreds of feet and made progress with loads almost impossible.

Leaving two of his three Gurkhas in camp, Dr. Marshall then started with one Gurkha and five natives, and attempted to advance over a hill 1,500 feet high, covered with dense jungle and dead and fallen trees.

VIEW OF THE SEA.  
"Fullman (the Gurkha) and I," says Dr. Marshall, "went ahead, cutting a path which the grumbling natives vinced every desire to desert but were afraid to do so. It was a very stiff climb, but about half-way up I obtained a good view of the sea and coast—the first for six months. It was good to get a glimpse of the horizon again after six months' imprisonment in this deadly jungle. I now began to pour as it only can in this country, and we had to find a spot where we could descend by means of tree trunks, and, six hours after the start, sliding, and stumbling—in fact, doing everything but pitch down head foremost—again struck the river."

On the following morning Dr. Marshall again started off with two natives to see what lay ahead, and, alternately wading and cutting through the jungle, reached the valley for two miles. The natives were very loth to proceed, declaring that this was the country of "the little men."

On this march the explorer was saved from being precipitated into the deep and rapid torrent by a native, who snatched him out of danger just as he was being swept off his feet.

On the following day, when six miles up the mountains and seven days from camp, he was deserted. "Here I lay, absolutely alone," writes Dr. Marshall, "the first white man to penetrate this district. My natives had deserted, and I have sent my one Gurkha back to the last camp while I remain on guard. All the available food is four pounds of rice and two tins of condensed milk, and I have given the Gurkha my gun, retaining only my pistol."

HOPING FOR THE BEST.

Later the two Gurkhas from the previous camp arrived and informed Dr. Marshall that all the natives had deserted. Continuing, Dr. Marshall says:—

"We are now landed with the difficulty of transporting our baggage, but the two Gurkhas and myself must make it. I have three bags and carry it down to the next camp, and from thence by relay work to the canoe, if the natives have not taken it."

"The Gurkhas are perfect tramps. The two practically divided the whole load between them, and positively refused to allow me to carry anything but the canteen and ordinary gear. We reached the lower camp after five hours' march, and of course, have seen no signs of the natives, who have gone for good. We are now faced with getting everything down to the canoe camp, and there are at least five heavy loads."

"Unfortunately, while cutting a way through the jungle to-day with my knife I slashed my knee open for one and a half inches down to the bone, and this rather handicaps me over the rough ground."

On the following day, Dr. Marshall, finding that the natives, in order to cut off his retreat, had taken away his canoe, arranged to build a raft with which to negotiate the narrow rapids, but meanwhile the river was rising so fast that it was impossible to make any headway at the rate of eighteen inches an hour, and the torrent was making down with a foot of the banks. "In a space of two minutes," continues Dr. Marshall, "the river rose to the top of the highest part of the bank, coming down in a great wall, and at nearly twenty miles an hour; trees torn up by the roots flew past, and the great waves carried everything before them."

Finding it impossible to proceed by means of a raft, Dr. Marshall hid himself in the jungle, and, with a load weighing fifty to sixty pounds, started to return to camp, his Gurkhas each carrying about the same weight. The day's march was a terrible one; every inch of the road had to be cut through jungle, and, after a journey of eight hours, with three brief halts, camp was pitched.

The following day's experience was equally trying, but on June 27th some of the deserters returned with the missing canoe, and Dr. Marshall resumed his journey, and finally returned to Tipu, where he found Captain Rawling.

JUST RECEIVED and FOR SALE for the PRESENT SEASON.  
From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested  
VEGETABLE and FLOWER  
SEEDS.

ALSO  
GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c., &c.

**GRACA & CO.**  
1131 27, DES VOUX ROAD, HONGKONG.

**DAVID CORSE & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAINTING, KILN BURNING & CO  
ARNOLD, KARBURG & CO  
Sole Agents.  
(1535)



**Sozodont**

Everyone uses a toothwash or powder.  
Most are not satisfied and try one after another.  
And still the teeth are not as white and hygienically clean as they should be.  
Let them try SOZODONT.  
It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic.  
Ask your dentist to tell you how good "Sozodont" is.  
Sozodont is in three forms—powder, liquid, and paste; each equally effective.  
Try the powder first; it meets the requirements of most people.

A MAN'S NEW STOMACH.

A cable message from America relates a most wonderful surgical operation. A man entered a hospital, with his stomach in such a bad state that death seemed certain. But the doctors removed his stomach, and replaced it with the healthy stomach of a man who had just been accidentally killed. The cable states that the operation has proved entirely successful.

This story seems contrary to all natural laws. But it is a fact that thousands who have had weak or disordered stomachs have found their stomachs and restored them to perfect working order by taking the best and best known of all stomach and liver tonics—Mother Seigel's Syrup. This world-famed remedy is made of roots, barks and leaves which tone and strengthen weak stomachs and stimulate the action of the liver and bowels. Thus it prevents the many ailments which spring from a disordered stomach and liver, such as pains after eating, headaches, dizziness, biliousness, constipation, languor, sleeplessness, or low spirits.

Mrs. Reed, 119, York Road, London, N., in a letter dated April 5, 1910, says:—  
"Three years ago my husband wasted away because he could not digest his food. I thought he was dying! At first he was a little dainty and bilious, and had pains after eating. As his stomach got weaker, his troubles grew, until he had many common signs of indigestion and biliousness."

"At nights he slept badly. He would rise tired, with a turned tongue and no appetite for breakfast. Then his stomach would sometimes reject the little food he ate. He had very bad headaches, too. After he had endured a year of such ill-health, I was advised to give my husband Mother Seigel's Syrup."

"Altogether, I think, three bottles of Mother Seigel's Syrup cured him. It restored his appetite, and enabled him to digest his food. His strength returned, he could do his work and sleep at night, and he is still in splendid health."

Mother Seigel's Syrup will renew a weak and disordered stomach. Test it to-day!  
[67-10]

**NAPIER JOHNSTONES'**  
"SQUARE BOTTLE"

WHISKY.



SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.**

and from ALL WINE MERCHANTS. [46]

**MITSU BISHI GOSHI KWAISHA.**  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,  
OCHI, MUTABE, HOJO, KANADA,  
NAMAZUTA, SATO, SHINNEW  
and KAMITAMADA.

SOLE AGENTS FOR  
KISHIYAKE Coals.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI,"  
Codes, AT, ABC, GH, Ed, Western Union.

AGENCIES—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. CHANGING & Co.  
MANILA: Messrs. MACORDAY & Co.

For Particulars apply to  
H. OISHI,  
Manager.

No. 2, Pedder Street, Hongkong.  
Hongkong, 9th January, 1909. [674]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE to sell by Public Auction

On THURSDAY, the 8th December, 1910, at 11 A.M., at The China Navigation Co's Godown, West Point, A QUANTITY OF

UNCLAIMED GOODS,  
Comprising—

IRON, PAPER, BEANS, BECHE DE MER, MEDICINES, SANDALWOOD, BEANCURD, CEMENT, &c., &c., &c.

Terms—As Usual.  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 1st December, 1910. [1338]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

With Which is Incorporated THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £1,987,357.

I. Authorized Capital ..... £5,000,000  
Subscribed Capital ..... 3,275,000  
Paid-up Capital ..... 1,275,000 0 0  
II. Fire Funds ..... 3,438,135 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 19th July, 1910. [788]

DENTISTRY

DR. M. H. CHAUN,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [1022]

SIEN TING  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1083]

**A LING & CO.**  
19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1184]

**CHAPOTEAU'S MORRHUOL**



Superior to Emulsions or Cod Liver Oil.  
Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.  
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
Sold in bottles of 100 Capsules.  
Sold by all Chemists.

SELF CURE NO FICTITIOUS  
CURE. NEED NO PREPARATION.  
THE NEW FRENCH REMEDY.  
**THERAPION No. 1**  
is a remarkably short time, often a few days only, cure of all ailments, and is a most reliable remedy.  
**THERAPION No. 2**  
Cures all ailments, and is a most reliable remedy.  
**THERAPION No. 3**  
Cures chronic weakness, loss of vitality, and all ailments, and is a most reliable remedy.  
The French Medicine Co., 11, New Street, London, E.C.4.  
Trade Mark word "THERAPION" is on each bottle.  
\* THERAPION \*  
CURE TO STAY CURED.







## THE POSITION OF SHIPPING.

Although the dispute in the shipbuilding trade is not yet ended, and the resumption of work in the shipyards has not yet begun, there is satisfaction in the fact that the shipping trade of the country has lately been enjoying much better times. This fact does not lose in interest, but gains, from its coincidence with the most critical event that the shipping industry has known. What the shipbuilding trade has lost in suspension of work and in wages during the last week or so, it has already gained in the fact that it has been able to place a good deal of actual work that can never be replaced. For example, much repair work to ships in commission has been relegated to foreign ports, and some orders for new ships have been sent to foreign, chiefly Dutch, builders. There is also good reason to think that, but for the strike in Germany much more work would have been sent abroad. One reason for thinking that is to be found in the increased demand for floating tonnage and in the preparation of shipowners to meet the growing demand. The tonnage which the world is overstocked with merchant tonnage is now seldom heard. There may be still too much of it, but it is not apparent, or at all events not so apparent, in the freight markets.

This relief, such as it is, cannot be attributed to the sales of obsolete and antiquated British vessels to foreign countries, for that kind of transaction in past years has served to make the lot of the British shipowner worse by bringing low-priced, cheaply manned, and, as a rule, equipped ships into competition at freights which paid them moderately, while they made good British shipping uncompetitive. What has brought some relief has been the breaking up within the past year or two of many obsolete vessels, and while good enough as searers, were not good enough to earn money in competition with modern and more efficient vessels. Original owners and mortgagees, and others, may have lost money by these dispositions, but partial as they have been, the shipping industry as a whole has gained, since they were accompanied by a decrease in the rate of new production. It is unnecessary to dwell on this aspect, the extent of which may easily be exaggerated, but it is necessary to bear it in mind in reviewing the situation.

## THE RECENT RISE IN FREIGHTS.

The real immediate cause for the improvement in the freight markets which has been so noticeable lately is mainly the fact that the volume of new tonnage is not so large as it was in the summer months. That trade generally has been quietly improving for 12 months or more than that, but the indices of commerce are aware, but it only recently made itself evident in the advance of transport. In the first half of the year a condition of shipping was as gloomy as it had ever been—in some cases much worse—and the prospects for shipowners were depressing in the extreme. Owing partly to the slack demand and low freights many vessels were laid up for repair during the summer months. It is impossible to obtain exact statistics on the subject, but it is well known in the trade that down till August there was a quite unusual number of vessels temporarily laid up for repair, including a good many suffering from the results of accidents and collisions. This large amount of laid-up tonnage began to make itself felt when the revival in sea trade first appeared. By the end of August a slight improvement in freights was perceptible. In shipping circles this was attributed to a better distribution of tonnage—that is to say, not so much was crowded into any one market that for the moment looked tempting. When September opened the number of would-be charterers realized that tonnage was not so easily obtainable as it had been, and shipowners began to realize that they could once more dictate terms at times. In short, all at once the demand for tonnage became heavier and more general than it has been for years. In the Black Sea trade especially the rates became very strong, as there was so much pressure to ship grain cargoes while the markets were good. In the Mediterranean ports generally there was not as yet any extra demand for vessels, but there was a comparative scarcity of tonnage, as steamers went out to the Black Sea for homeward cargoes at the higher rates of charter. Meanwhile the demand at American ports for cotton, timber, and grain cargoes began to increase, and, though rates did not rise immediately, the demand soon became quite active. And about the same time it was evident that a large amount of tonnage was being wanted at South American ports and also in India. As it was clear that the demand for tonnage was general the market rose all round.

## STEADY IMPROVEMENT.

"The kettle began it," no doubt, but where was the kettle? At any rate by the middle of September the freight markets had reached a more pleasant and, for shipowners, encouraging position than had been obtained for many years, and this was noticeable at the time when the shipbuilding trade was struggling with its own bread and butter. Within a very short time the outlook for tramp owners changed from absolute hopelessness to brilliancy. Owners of tramp steamers had of recent years become accustomed to face loss, or the prospect of loss, wherever they sent their vessels, but now they could look for profitable employment almost anywhere. So great a change rarely comes over the spirit of the dream for any industry in so short a time. Even when homeward rates had appeared tolerably remunerative, outward charters formerly were sought for at rates that could not cover expenses in order to obtain the advance freights to finance the operations of importers and exporters. But now an improvement in outward rates was remarked also, and the former beggars became critical choosers. And as the amount of available tonnage was defective the price of good up-to-date, not obsolete, vessels quickly rose also.

As far as the Black Sea position is concerned, it would seem that the fire was lighted a while ago by the chartering agents, who secured down rates so much and imposed such onerous obligations that early in the season owners withdrew their ships from the Azoff for forward loading. When, therefore, the grain began to come down to the shipping ports shippers were very anxious to procure tonnage, with the result above stated. This is the theory advanced in shipping circles, but too much weight may easily be attached to it. The start was given, at any rate, and the way had been made clear by adversity. It was the tramp which gained the benefit of the change in the first place, and probably during the whole movement. And it was just the tramp which needed the change most. For the tramp owner the amazing thing was that in order to win a decent homeward freight from anywhere he had not now to lose on his outward voyage as much as more than the difference. By the end of September the demand for tonnage in all markets was such that it could be called simultaneous. It was certainly general. And as the autumn advanced the effect of the had or, at all events, imperfect harvests on the Continent of Europe on the freight market also took shape. France, for example, has bought some 500,000 tons of wheat that she will require some 500 steamers, or steamer voyages,

to import it. As the Eastern waters were cleared of superfluous vessels the freights there went on rising with the demand for tonnage. It was the old story: not so much of actual scarcity as fear of an impending scarcity—that impelled the upward movement. Within the last week or so, however, there has been a very distinct slackening in the Black Sea trade, as our weekly reports on Freight and Shipping indicate, through owners in their eagerness to share in the harvest, rushing their boats in to offer for November loading by sending them out in ballast, and in most trades the high rates which recently obtained have not been fully maintained.

## IMMEDIATE PROSPECTS.

No one should prophesy what he does not know, and nobody can know what is to be the future of these markets. But it would appear that a year which in the beginning promised to be one of the most, if not actually the most, disastrous in the records of shipping should now give very fair results. There is an immense amount of tonnage in the world, and the amount of tonnage to take place all over the world during the coming winter and spring. That is to say, the demand for tonnage should again become active. And with fully eight weeks' practical cessation, in the production of nearly all the British (though not Irish) shipyards, and the strike in the German shipyards, the supply of new tonnage put into the water will be for some months considerably less than what it would otherwise have been. And all the time the natural wastage is going on. At present the supply of tonnage is not increasing in a greater ratio than the demand for it.—The Times.

## BARCLAY, PERKINS &amp; CO. FAMOUS LONDON STOUT.



The Leading Brand in ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to supply FREIGHT COAL, straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. 11278

## VESSELS EXPECTED.

THE INDIAN MAIL. The Apeir str. Gregory Apeir from Calcutta left Singapore on the 26th ultimo afternoon, and may be expected here to-day. The Indo-China str. Kistner left Calcutta for the Straits and Hongkong on the 23rd ult., and is due here on or about the 14th inst.

THE AMERICAN MAIL. The M.M. str. Ville de la Cote, with the French Mail of the 6th ult., and Mails from London of the 5th ultimo, will leave Saigon on the 1st instant, and is expected to arrive here on Sunday, the 4th instant.

THE AUSTRALIAN MAIL. The E. & A. str. Eastern from Sydney, &c., left Port Darwin on the 23rd ult., for Timor, Manila and this port, and is due here on the 9th instant.

MERCHANT STEAMERS. The Barlet Line str. Skimora left Singapore on the 23rd ultimo morning, and is due here to-day.

The str. Glenlogan left Singapore on the 26th ult., and is due here to-day. The N.Y.K. str. Aki Maru (European Line) left Moji for this port via Shanghai on the 23rd ultimo, and is expected here on the 5th instant.

The str. Ischi left Singapore for the port on the 30th ultimo afternoon, and may be expected here on or about the 7th inst. The T.K.K. str. Hongkong Maru left Yokohama on the 25th ultimo, and is due to arrive at Hongkong on the 8th instant.

The American Asiatic S.S. Co.'s str. Indrago left New York on the 20th Oct., and is due here on or about the 15th instant. The O.S.K. str. Seattle Maru left Tacoma for this port via Japan and Manila on the 12th ultimo, and is due here on the 18th inst.

The T.K.K. str. Nippon Maru sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th instant.

The str. Glenloch left London on the 5th ult., and is due here on or about the 20th inst. The American & Manchuria Line's str. Kiato left New York on the 10th ult., and is due here on or about the 1st January.

## INTIMATIONS

## NOTICE TO THOSE INTERESTED IN CIVIL ENGINEERING WORK.

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL WORK AT THE TAIKOO DOCK, HONGKONG

IS NOW FOR SALE:

Portable Locomotive Boilers and Engines; Marine Boilers Complete; Vertical Steam Engine, Rope Drive; "Plenty" Engine and Dynamo; Vertical-Feed Donkey; Portable Stone Breaker and Auto Screening and Loading Machine; Stone Crushers; Cement Mixer; Pulverizer Pumps; Duplex Steam Pumps; Duplex Feed Pumps; Double Acting Pump, single Cylinder; Ballast Pump; Hercules Pump; Gwynne's Pump; Chicago Pump; 3-Throw Ram Pump; Single Centrifugal Pump with Engine; Single Centrifugal Pump with Pulleys and Shafting; Double Centrifugal Pump with Pulleys and Shafting; Centrifugal Pump with Pulleys.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

Hongkong, 3rd October, 1910.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN. 1137

## CROSSLEY BROTHERS, LTD. OPENSHEAW, MANCHESTER.

MAKERS OF: GAS & OIL ENGINES, MARINE ENGINES, MOTORS & MOTOR CARS, GAS PLANTS FOR POWER AND HEATING PURPOSES, TO WORK WITH ALL KINDS OF FUEL, SUCTION AND PRESSURE SYSTEMS, AMMONIA RECOVERY PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES. SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA: W. R. LOXLEY & CO., YORK BUILDINGS.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, FRIEDRICH, WILHELMSHAFEN, RABAU, DUBSANE and SYDNEY	"PRINZ SIGISMUND"	6,000	(Friday, 2nd Dec., at 8 A.M.)
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG"	18,300	(Friday, 2nd Dec., at 9 A.M.)
KOBE & YOKOHAMA	"COULENT"	6,750	About 13th December.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	17,000	Wed., 14th Dec., at Noon.
KUDAT & SANDAKAN	"BORNEO"	5,050	Middle of Dec.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telephon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG & CHINA

Hongkong, 2nd December, 1910.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

	DISPLACEMENT.	
"PRINZESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. B. WILHELM		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. FAHNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telephon.

Early booking recommended.

For Particulars, apply to

Hongkong, 10th November, 1910.

MELCHERS & Co., GENERAL AGENTS. 1062

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO.

## TOYO KISEN KAISHA.

## SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, CAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)	TONS	SATURDAY	SAILING DATES
• MONGOLIA	27,000	10th Dec.	at 5 P.M.
• TENYO MARU	21,000	17th Dec.	at 1 P.M.
• KOREA	18,000	24th Dec.	at 1 P.M.
• NIPPON MARU	11,000	31st Dec.	at 1 P.M.
• SIBERIA	18,000	7th Jan.	at 1 P.M.
• MANCHURIA	27,000	14th Jan.	at 1 P.M.
• CHIYO MARU	21,000	21st Jan.	at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M.S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, 3rd December, at 5 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....SATURDAY, 14th Jan., at 1 P.M.  
ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th January, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43.  
via New York " " " " £45.  
HONGKONG TO SAN FRANCISCO " " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

1227

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

## OREGON RAILROAD &amp; NAVIGATION CO.

For PORTLAND, via MOI, KOBE, YOKOHAMA & SAN FRANCISCO

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to			
King's Building (Opposite Blake Pier).			
FRED J. HALTON, AGENT.			

1228

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

## FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS		Leave	Connecting Steamers		Due	Due
to		HONGKONG	from COLOMBO to		MARSEILLES	PLYMOUTH
COLOMBO			MARSEILLES & LONDON		(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELHI .....	8000	February 4	MANTUA .....	11000	March 4	March 10
ARCADIA .....	7000	February 18	MALWA .....	11000	March 18	March 24
ASSAYE .....	7500	March 4	MACEDONIA 10500		April 1	April 7
MAHORA .....	10500	March 18	(Through Steamer calling at BOMBAY)		April 15	April 21
DEVANHA .....	8000	April 1	MOLDAVIA .....	10000	April 29	May 5
DELHI .....	8000	April 15	MONGOLIA .....	10000	May 13	May 19
ASSAYE .....	7500	April 29	MOREA .....	11000	May 27	June 2
DELTA .....	8000	May 13	MOOLTAN .....	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Suez):  
1st SALOON £71 10s SINGLE £106 10s RETURN.  
2nd " £48 8s " £72 12s  
IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
• SUNDIA	January about 25	March about 11
• NUBIA	February 8	March 25
• SYRIA	March 8	April 24
• NOBIA	March 22	May 8
• PALAWAN	April 5	May 22
• BORNEO	April 19	June 5
• SICILIA	May 3	June 19
• SUMATRA	May 17	July 1
• NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Suez):  
1st SALOON £55 0s SINGLE £82 10s RETURN.  
2nd " £38 10s " £57 4s

\* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.



## SHIPPING.

## ARRIVALS.

ARAGONIA, German str., 3,228, C. Meyer, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
BRAMILLA, German str., 4,300, L. Maup, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
EMPEROR OF JAPAN, British str., 5,081, 1st Dec., 1st Dec., 24th Nov., Malle and General—Canadian Pacific Railway Co.  
HANGCHOW, British str., 1st Dec., Canton, HARDING, British str., 1st Dec., 5,433, 1st Dec., 1st Dec., 24th Nov., General—Kwangtung.  
KWANGTUNG, British str., 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
LANDSAT SCHIFF, German str., 1,012, A. Struve, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
MATHILDE, German str., 831, C. Uldup, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
NANAI, British str., 4,179, H. W. Kowick, 1st Dec., 1st Dec., 24th Nov., General—P. & O. S. N. Co.  
PANAMA MARU, Japanese str., 6,500, K. Moto, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
POINTERS, British str., 3,061, A. E. Dodd, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
PRINCE LUDWIG, German str., 5,704, E. V. Finer, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
SEIZCHEN, British str., 1,142, Siford, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.  
WOSANG, British str., 1,127, J. Smith, 1st Dec., 1st Dec., 24th Nov., General—Hamburg-Amerika Linie.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 1st Dec.  
Choyson, British str., for Shanghai.  
Hoping, British str., for Hongkong.  
Prins Ludvig, German str., for Shanghai.  
Tjilowong, Dutch str., for Shanghai.

## DEPARTURES.

1st Dec.  
AMIGO, German str., for Hongkong.  
AMIRAL FOURCHON, French str., for Shanghai.  
ANHU, British str., for Canton.  
BOURBON, French str., for Saigon.  
CHONGHINO, British str., for Shanghai.  
CHINREX, British str., for Shanghai.  
CLARA JESSE, German str., for Hongkong.  
FBI, Norwegian str., for Quanzhou Chow Wan.  
HALDIS, Norwegian str., for Hongkong.  
INDRAPURA, British str., for Singapore.  
KUKANG, British str., for Canton.  
KUMANG, British str., for Singapore.  
NANAI, British str., for Singapore.  
NILE, British str., for Singapore.  
ORBITER, German str., for Samarang.  
SHIBUTOBO MARU, Japanese str., for Yokohama.  
SIGNAL, German str., for Swatow.  
SUNGKANG, British str., for Hongkong.  
TYNSANG, British str., for Canton.

## PASSENGERS.

ARRIVED.  
Per Panama Maru, from Tacoma, Co., Mrs. Gogz, Mrs. E. W. Henderson and Mr. Henry M. Bann.  
Per Kwangtung, from Shanghai, Co., Masters M. J. and A. Lallo, H. and C. Stapleton, Mr. Bortram, Mr. N. G. M. Luyken and Mr. C. L. Howell.  
Per Prins Ludvig, from Hongkong, from Bremen, Mr. J. Jacobs, Mrs. Xenia Larsson, Mr. Th. von Hein, Rev. v. Quaden, Messrs J. Tullgowski, Otto Festing and Chr. Bontzen; from Rotterdam, Mr. H. Sol warzenberg; from Southampton, Mr. and Mrs. Dymond, Miss J. Caren, Miss E. Pitt, Miss C. Coad, Dr. E. W. Perkins and Miss Minnie Ferguson; from Antwerp, Mrs. L. S. Scott, Messrs R. and D. Telleria; from Genoa, Mr. and Mrs. A. Metolier, Mr. R. Spangenberg, Mrs. Brandygale Layton, Mrs. Lina Gottschalk, Mrs. Rachel Bissel, Mr. H. Schunkler, Mr. and Mrs. U. Spaling, Mr. A. Ferner, Mr. George Zwanziger, Mr. John Andrews, Schwester B. Kergan, Mr. Kurt Fabler, Mr. Ernst H. Scriver, Mrs. Frieda Schuch, Mr. Fritz Riehl, Mr. Kurt Knoch, Mrs. Koenig and daughter, Mr. Albert Knappler, Mr. H. von Carlsburg, Mr. Hans Wehrlich, Captain G. Bisswald, Elngh. Dierker, Messrs D. A. Schmalz, Fock, H. Baur, A. Muller and F. Hardner; from Port Said, Mrs. C. Erckmann; from Colombo, Dr. W. M. Koch; from Penang, Baron de Bethune; from Singapore, Mr. and Mrs. C. Owen, Mr. H. B. Becker, Mr. A. Rohmann, Mrs. Verschor, Mr. S. O. Limby, Mr. Bunn, Mr. L. A. Joene, Dr. R. Schulz, Dr. Tiedge, Mr. H. Hoesel, Mr. William Heyde, Mrs. Madison and Mr. E. Lehmann.

DEPARTED.  
Per Nita, for Shanghai, Mr. W. H. Marks.  
Per Nita, for Singapore, Mr. C. E. Douglas, for Marcellus, Mr. and Mrs. C. S. Swaine, and Mrs. M. S. Sanborn; for London, Mrs. Taylor and 4 children, Major E. D. Meers, Capt. E. S. Johnston, Staff Sgt. D. A. Sergeant, For. Corporal Mowley, Lee Corp. Watts, Lt. M. M. Brice and Mr. A. J. Pumphrey.  
Per Rabi, for Manila, Messrs J. A. Anscombe, G. E. Carpenter, J. Rand, C. H. Cunniff, T. Huford and J. W. Foster, Mrs. D. A. Dwyer, Mrs. H. Chubb, W. W. W. Gallip, C. P. Shuman, A. W. Nicol, W. H. Thompson, C. A. Porums, V. Baltzar, Lt. Snyce, Miss C. F. Whittier, Mr. P. W. Walker, Mr. H. A. Glover, Mr. A. Parmertier, Mr. M. von Ryckebors, Mr. and Mrs. B. Megie, Mr. J. E. Norton, Mr. and Mrs. Timp, Mr. Grant and Mr. York; for Cebu, Mr. J. Abarrientos and child.

## VESSELS PASSED ANJER.

Nov. 6, German str. Plauen, Marten, from Hamburg for Batavia.  
Nov. 6, Dutch str. Pyrrhus, Brands, from Amsterdam for Batavia.  
Nov. 8, British str. Santhia, from Surabaya for Calcutta.  
Nov. 8, British str. Islander, Deans, from Christmas Island for Singapore.  
Nov. 13, Dutch str. Kawi, Boon, from Rotterdam for Batavia.  
Nov. 14, British str. Sandhurst, Belding, from Tjilowong for Batavia.  
Nov. 15, British str. Drumellian, Watt, from Hongkong for New York.  
Nov. 15, British str. Baron Innerdale, from Kobe for Christmas Island.  
Nov. 19, Dutch str. Bogor, V. d. Een, from Tjilowong for Batavia.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "b," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	Owen Jones, R.N.S.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP.	BRECONSHIRE...	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SOMALI...	Brit. str.	—	A. G. Cabell, R.N.S.	P. & O. S. N. Co.	About 28th inst.
COPENHAGEN.	BEKING...	Swed. str.	—	—	OLDF WIL & Co., Ltd.	On 5th inst.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BUGARIA...	Ger. str.	k. w.	Jäger...	MELCHERS & Co.	About middle of Jan.
HAVRE & HAMBURG via STRAITUS, &c.	WESTPHALIA...	Ger. str.	k. w.	Bach...	HAMBURG-AMERICA LINE	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	ARABIA...	Ger. str.	k. w.	Ernst...	HAMBURG-AMERICA LINE	On 9th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	ARMENIA...	Ger. str.	k. w.	Rohde...	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, &c., via PORTS OF CALL.	ERNEST SIMONS...	Frans. str.	—	Girard...	MESSAGERIES MARITIMES	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CANTON...	Swed. str.	—	K. Homma...	OLDF WIL & Co., Ltd.	On 6th inst., at 1 P.M.
MARSEILLES, HAMBURG & ANTWERP &c.	SITHONIA...	Ger. str.	k. w.	Bröchner...	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU...	Jap. str.	—	A. E. Moscos...	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KANWACHI MARU...	Jap. str.	—	H. Petersen...	NIPPON YUSEN KAISHA	On 27th inst., P.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	KLING...	Ger. str.	—	O. Pakke...	MELCHERS & Co.	On 14th inst., at Noon
NEW YORK.	ARAGONIA...	Ger. str.	k. w.	Mayer...	DODWELL & Co., Ltd.	On 6th inst.
BOSTON & NEW YORK.	SUKI...	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	About 15th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN...	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMTEAGLE...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 25th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA via JAPAN.	PANAMA MARU...	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 13th inst., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU...	Jap. str.	—	K. Kawata...	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE...	Brit. str.	—	G. E. Elliott...	DODWELL & Co., Ltd.	On 15th inst.
CALLAO, IQUIQUE, &c., via JAPAN, &c.	HONGKONG MARU...	Jap. str.	—	S. Ishikawa...	NIPPON YUSEN KAISHA	On 6th inst., at Noon
AUSTRALIAN PORTS via MANILA.	YAWATA MARU...	Jap. str.	—	T. Sakino...	NIPPON YUSEN KAISHA	On 21st inst.
AUSTRALIAN PORTS via MANILA.	PRINCE SHISHMUND...	Am. str.	—	D. Lons...	PACIFIC MAIL S.S. Co.	On 22nd inst., at Noon
SAN FRANCISCO via JAPAN & HONOLULU.	MONGOLIA...	Am. str.	—	W. Davison...	PACIFIC MAIL S.S. Co.	To-morrow, at 5 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENYO MARU...	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst., at 1 P.M.
AUSTRALIAN PORTS via MANILA.	CHINA...	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA.	CHANGSHA...	Brit. str.	1 m.	G. W. Eidy...	BUTTERFIELD & SWIRE	On 20th Jan., at Noon
KOBE & YOKOHAMA.	NIKEO MARU...	Jap. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	On 8th inst., at 5 P.M.
KOBE & YOKOHAMA.	ANISUO MARU...	Jap. str.	—	Wm. Thompson...	NIPPON YUSEN KAISHA	About 13th inst.
KOBE & YOKOHAMA.	COBLENZ...	Ger. str.	—	H. Raegenor...	MELCHERS & Co.	On 21st inst., at Noon
NAGASAKI, KOBE & YOKOHAMA.	NIKEO MARU...	Jap. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN.	TIMAHU...	Dut. str.	—	Bouman...	JATA-CHINA-JAPAN LINE	To-day, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	PRINCE LUDWIG...	Frans. str.	—	F. v. Binzer...	MELCHERS & Co.	On 5th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA.	VELLE DE LA CIOTAT...	Frans. str.	1 m.	Barillon...	MESSAGERIES MARITIMES	To-morrow, at Midnight
SHANGHAI, KOBE & YOKOHAMA.	ABRU...	Brit. str.	k. w.	—	BUTTERFIELD & SWIRE	To-morrow
SHANGHAI, KOBE & YOKOHAMA.	BRASILIA...	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 14th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	CHONGSHANG...	Dan. str.	—	M. Courtney...	MELCHERS & Co.	On 6th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	SHANGHAI...	Brit. str.	—	F. Wheeler...	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA.	KWONGSANG...	Brit. str.	—	L. E. S. Spicer, R.N.S.	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA.	BUJUT MARU...	Jap. str.	—	Fred. Pyno...	NIPPON YUSEN KAISHA	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA.	HIMALAYA...	Brit. str.	—	Brudley...	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	CANTON MARU...	Jap. str.	—	V. Dohren...	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA.	KUTSANG...	Brit. str.	—	E. A. Peters...	P. & O. S. N. Co.	About 16th inst.
SHANGHAI, KOBE & YOKOHAMA.	SCANDIA...	Ger. str.	k. w.	—	OLDF WIL & Co., Ltd.	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA.	SUNDA...	Brit. str.	—	F. J. Fox...	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA.	NIPPON...	Swed. str.	—	A. Fander...	JATA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, KOBE & YOKOHAMA.	NUBIA...	Dut. str.	—	—	OSAKA SHOSEN KAISHA	On 7th inst., at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA.	TILWONG...	Dut. str.	—	—	OSAKA SHOSEN KAISHA	On 4th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA.	SOSEI MARU...	Jap. str.	—	—	DOUGLAS LAFRAIR & Co.	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA.	DAIOH MARU...	Jap. str.	2 h.	J. W. Evans...	DOUGLAS LAFRAIR & Co.	On 6th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA.	HAITAN...	Brit. str.	2 h.	A. H. Stewart...	DOUGLAS LAFRAIR & Co.	On 9th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA.	HAUMUNG...	Brit. str.	2 h.	W. C. Passmore...	DOUGLAS LAFRAIR & Co.	On 7th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA.	CHIKKI...	Brit. str.	1 m.	J. Warrack...	BUTTERFIELD & SWIRE	To-morrow, at Noon
SHANGHAI, KOBE & YOKOHAMA.	YUNSHANG...	Brit. str.	—	P. H. Rolfe...	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	KALPONG...	Brit. str.	—	Mathias...	BUTTERFIELD & SWIRE	On 9th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	ZAFIRO...	Am. str.	—	E. Rice...	SHEWAN TOMES & Co.	On 7th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	LOONGSANG...	Brit. str.	—	S. J. Payne...	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	BUH...	Am. str.	—	S. Crosby...	SHEWAN TOMES & Co.	On 24th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	BORNEO...	Jap. str.	—	P. Semblit...	MELCHERS & Co.	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA.	YOTA MARU...	Jap. str.	—	Y. Nomura...	NIPPON YUSEN KAISHA	On 13th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	ISCHIA...	Ital. str.	—	Belisio...	CARLOWITZ & Co.	On 6th inst., at 1 P.M.
SHANGHAI, KOBE & YOKOHAMA.	JAPAN...	Brit. str.	—	A. Stewart...	DAVID SASSON & Co., Ltd.	On 17th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA.	NAMANG...	Brit. str.	—	M. B. Lake...	JARDINE, MATHESON & Co., Ltd.	Quick despatch
SHANGHAI, KOBE & YOKOHAMA.	TUATAT...	Dut. str.	—	Zwart...	JATA-CHINA-JAPAN LINE	Quick despatch

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPERESS OF CHINA" Sat., 14th Jan.	"ALLEN LINE" Friday, 10th Feb.
"EMPERESS OF INDIA" Sat., 11th Feb.	"ALLEN LINE" Friday, 10th Mar.
"EMPERESS OF JAPAN" Sat., 11th Mar.	"ALLEN LINE" Friday, 7th April
"EMPERESS OF CHINA" Sat., 8th April	"ALLEN LINE" Friday, 5th May

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
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First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for all classes.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CIOTAT"	On 5th Dec., P.M.
MARSEILLES, via PORTS	"ERNEST SIMONS"	On 6th Dec., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 10th November, 1910.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERO	6,232	P. S. Cowie	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

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DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.  
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.  
THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.  
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## VESSELS ON THE BERTH

FIVE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HATYATIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE," Captain Owen Jones, R.N.S., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th December, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mongolia," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the L.M.S. "Egypt," due in London on the 21st January, 1911.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to—

E. A. HEWETT, Superintendent, Hongkong, 29th November, 1910.

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

"JAPAN," Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 6th Dec., at 1 P.M.  
For Freight or Passage, apply to—

DAVID SASSON & Co., LTD., Agents, Hongkong, 1st December, 1910. [1338]

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"BRECONSHIRE," Captain Tomlinson, will be despatched as above about 14th December.  
For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD., Agents, Hongkong, 1st December, 1910. [1339]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

\*S.S. "SIRK" ... On or about 15th Dec.

For Freight and further information, apply to—

DODWELL & Co., LTD., Agents, Hongkong, 26th November, 1910. [1319]

## SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI SEDE IN ROMA.

STEAM FOR BOMBAY, via SINGAPORE and PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Genoa and Genoa; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA," Captain Bel







